

SCHOOL QUAKERESS TRIED AS PACIFIST

Miss McDowell Tells Education Board Members She's Against War.

RELIGIOUS SIDE IGNORED

Judge Tells Attorneys to File Briefs—Will Decide Within Two Weeks.

A Quakeress, Miss Mary S. McDowell, a teacher of Latin in the Manual Training High School, went on trial yesterday on charges of taking a pacifist attitude toward the war. Four members of the Board of Education sitting as judges heard the evidence, instructed the attorneys to file briefs and will make a decision within two weeks. The defendant's counsel announced that the Society of Friends will fight to the highest court if necessary to secure her reinstatement.

There was little opportunity for a cross between Charles E. McIntyre, Assistant Corporation Counsel, and Austin Fox, defender of the accused teacher. Mr. McIntyre obtained a ruling from Judge D. Wilsey, chairman of the investigating committee, early in the trial that the religious side of the question would not be taken into the decision.

Says Religion Does Not Enter.

"It makes no difference whether she is a Jew, a Catholic or a Quakeress," Mr. McIntyre said. "You are not taking her position away from her because of her religious convictions."

"You will leave her free to be a Quakeress. You will simply say to her: 'We do not want you for a school teacher.' The State has the right to say: 'Being a Quakeress makes you unfit to do the work in the schools that we want.'" Mr. Fox did not attempt to meet this argument. He read from the book of discipline the creed which the teacher has observed and argued that Miss McDowell is constitutionally protected in her rights of conscience and that to remove her will be to violate the established principle of religious freedom.

The Quakers are forbidden by their creed to engage directly or indirectly in war activities of any kind," he said. "The penalty for disobedience is to be deposed. As we are to say now in the twentieth century that a Quaker has become ineligible to work for the State because a war has broken out? The moment you impair religious freedom you throw away the past."

Mr. Fox was assisted by two Quakers, John P. Broomell, an attorney of 111 Broadway, and Wilson M. Powell of the committee of the New York yearly meeting of the Religious Society of Friends. The funds for the present defense have been raised by the society.

Gave to Civilian Relief Work.

On the stand Miss McDowell testified she had never refused to distribute Liberty Loan pamphlets or to give instruction in patriotism when she was asked to do so by Horace M. Snyder, principal of Manual Training High School. She is a member of the Red Cross civilian relief and has given amounts varying from a quarter to a dollar for monthly relief to Armenian and Syrian relief, Red Cross civilian relief and other causes.

On cross-examination she admitted that her efforts were not to aid relief work among the soldiers.

"I am opposed to war, not for it," she said.

The contention of the defense throughout was that Miss McDowell had been suspended for trial as a result of an examination before the board of superintendents which was conducted along religious lines. Mr. Fox used this argument to Chairman Wilsey in asking the admission of evidence to show that the teacher is justified in pacifism, and to refute Mr. McIntyre's contention that the religious question was not relevant.

"Religion does not enter into this at all," Mr. Wilsey ruled.

"Of course, you always rule against me," remarked Mr. Fox. "I object simply to keep my record straight."

Mr. Fox then insisted that no act of disloyalty or of pacifism was contained in the charges.

Principal Is Witness.

"She is being tried for her state of mind," he said, "and for no overt act. That is where the religious question comes in."

Principal Snyder testified he had asked Miss McDowell to conduct a class in Americanization after school hours and that she had refused. He would not admit he had reduced her rating from B plus to B because of her attitude, but evidence was presented in the form of a letter he wrote her March 1, containing this statement:

"I cannot feel that a rating of B is permanently justified in your circumstances, but that C or D more accurately reflects the present value of your service to city and State."

Miss McDowell has been an instructor in Manual Training High School since 1905. She is 42 years old and was born of Quaker parents. She has taught German, English and Latin, but never Quakerism. In her testimony before the board of superintendents she said she believed the Allies and the enemy to be "both guilty" in the war; that she would refuse to "aid a soldier on the battle field," and that she believes war is morally wrong.

"I could uphold war as a proper act for the country," she said, "but not as a proper one for me." She also said that patriotic work outside of school hours was detrimental to proper training of pupils during school hours.

Each Side Cites Charter.

Mr. Fox's defense hinged on the charter of the Greater City of New York, which contains this provision:

"That nothing herein contained shall be so construed as to violate the rights of conscience as secured by the Constitution of the United States." He read also the clause of the Selective Service Act exempting Quakers.

Against this Mr. McIntyre read from the Constitution of the State of New York, adopted in 1894, concluding as follows:

"But the liberty of conscience hereby secured shall not be so construed as to excuse acts of licentiousness or justify practices inconsistent with the peace or safety of the State."

The case concluded abruptly after Mr. McIntyre's lengthy summation. Mr. Fox rose and asked for two minutes.

"I assume you will grant me that much time," Mr. Chairman, he said. "I have very little to say. It would do me no good to say it. If a law was ever passed forbidding Quakers to teach in school, the courts would never uphold it."

The defense found considerable objection to the testimony of E. S. Snyder, principal of the school, and made a motion at the end of the hearing to disqualify Mr. Fox's presence in the courtroom. Mr. McIntyre said he had been requested to appear by members of the Board of Education.

PLANES WING IN AND OUT WITH AIR MAIL

Continued from First Page.

shut at 10:45 A. M. At 10:51 a special car of the Long Island Railroad was screaming through the tube on its way to Belmont Park. It stopped at the Belmont siding at 11:20.

While the car was still in motion the two sacks were thrown into the eager arms of Harry L. Hartung of the postal service. He dashed it across Belmont Park, across the running track in a flyver, and in three minutes from train to plane had conveyed his precious burden to Lieut. Webb.

In another two minutes it was stowed away in the airplane, and in another four, at 11:29 A. M., the propellers were singing their valiant cry and the plane was leaping from the field. School children from the town of Queens banked, a small platoon of white dresses and American flags in the vast grand stand, were singing "The Star Spangled Banner" at the moment, but in the cheer that arose from the grownups out in the field near the biplane and from those who were listening to speculate further away over by the hangars the piping of the children was lost.

Speech Interrupted.

Lieut. Webb and his mount went about their business right in the middle of one of those lively speeches over by the hangars commemorating the day.

Alan H. Hawley, president of the Aero Club of America, was talking when somebody suddenly shouted, "There she goes!" The crowd around the speakers' platform turned to look across the running track, and there indeed "she" went. Either the schedule of speaking had gone wrong or the committee on arrangements had shrewdly fixed things so the aviator would not be pestered by a mob endangering itself and the machine by rushing up close.

Anyway, the first mail biplane departed in a manner seemingly impromptu, and the men and women who scrambled to get it stopped to give three cheers as Lieut. Webb circled over the field and, reaching the proper elevation—about 4,000 feet—streaked off to the southwest.

Behind his back was a mild breeze from the northeast that kept the flags on the Belmont grand stand fluttering. The aeronautical experts, including Alan Hawley, Henry Woodhouse, Rear Admiral Bradley C. Flake, and others who watched the departure, including Lieut. Stephen Bernal, Jr., who will repeat Webb's feat to-day, called it a perfect day for flying.

The sky was all blue except for hazy clouds on the horizon, and so warm that an aviator needed no knitted helmet even a mile in the air.

Lieut. Webb's wife passed up the speaking. She stayed at her husband's side until he went up, her red tongue bellied against the background of distant foliage.

Culver Welcomed.

When the first mail plane had gone most of the guests who had gone from New York by special train by Postmaster Thornton G. Patten's invitation returned to the city. But somehow most of them, and a large part of the local population, were on hand again in the afternoon for the second big event—the arrival of Lieut. Culver with mail from Philadelphia. Culver was supposed to bring the Washington mail too, but when he learned of Patten's invitation to his comrade's accident in Maryland he started from the Quaker City at 2:15 P. M.

From Government flying field at Mineola, a few miles to the northeast of Belmont Park, two scouts went out to meet Culver. When he was sighted they were followed by five machines which swept over Belmont Park in V formation.

The mail that Culver brought reached Belmont Park at 3:37 P. M., was on the Long Island mail car at 3:39. In the New York post office at 4:10. Two minutes later that part of it that was

Postplane Pilots Who Made First Official U. S. Air Mail Deliveries



tion, as an escort to the homing pigeon. Far to the southwest the V circled like a flock of migrating geese and swept up behind the oncoming Culver's machine in triumphant procession.

Thus they came to Belmont field. The escort went on to Mineola, but Culver's Curtiss biplane, its Hispania-Suiza motor throbbing evenly, spiraled twice and then took the ground and landed at almost the spot whence Webb had departed a few hours before.

Flier Barchanded.

Webb was smooth shaven; Culver mustache. Webb had worn the aviator's yellow leather jacket and headgear. Culver had a gray sweater and was barchanded. True instant his plane stopped, before the blades had stopped spinning, Hartung, the mail man, was at his side, seizing the two mail sacks from Philadelphia, flinging them into the flyver and dashing off across the park, where the special mail car was already in motion.

When Culver jumped out of the fuselage some breathless citizen had him photograph one of the official cards of admission to the park. Turning the lieutenant faced cameras, big and little, still and moving.

"Aw," he pleaded, "let me go. I haven't had any dinner."

"Neither have I," said the boss camera man. So Culver lit a cigarette and let them do their worst. He said his journey was uneventful and that he followed virtually an air line all the way from Philadelphia. A few minutes after he landed he was rushed to a hotel for that dinner he had missed while waiting anxiously and vainly in Philadelphia for the plane from Washington.

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Lieut. Torrey H. Webb, who carried the first outgoing air mail to Philadelphia, is shown above. Lieut. Paul Culver, who drove the first incoming postplane on the second leg of the journey from Philadelphia to New York, is seen in the lower picture.

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separated for distribution to substations was shooting through pneumatic tubes, and by 4:18 the unregimented mail was chasing it through the tubes.

Behind Schedule.

Because of the wait in Philadelphia Lieut. Culver was more than an hour behind schedule in reaching Belmont Park. Before leaving Philadelphia he saw Lieut. Webb arrive from New York and make a good landing at Bustleton Field.

Each biplane—all four used yesterday—were of the Curtiss JN-4 type, with 150 horse-power motors—carried forty gallons of gasoline and four gallons of oil, a supply for at least three hours steady traveling.

The Liberty motor did not figure in this great day for America.

Major Hyman, one of the invited guests, was not visible at Belmont Park. Among Postmaster Patten's guests who did appear were Alan H. Hawley, Admiral Flake, Henry Woodhouse, John H. McNulty, Dock Commissioner Murray Hulbert, Byron H. Newton, Collector of the Port of New York, Sheriff David Knott of New York county, County Judge Earl J. Humphreys, and Mr. and Mrs. H. H. Webb, uncle and aunt of Lieut. Webb, who hails from California and is a Columbia graduate who has been flying about a year. Lieut. Dubel, a French ace, and Lieut. Harry Farris, the French war aviator.

Remarks pertinent to the occasion were made by Postmaster Patten. He said it "was a great historic moment in the transfer of intelligence."

"There may be lapses, as there have

been lapses in other services," he added, "but in its beginning I know I shall receive the encouragement and cooperation of the people of New York, who are never asked to do anything that they do not successfully perform."

Newton Recalls Past.

Collector Newton recalled to the listeners, many of whom had witnessed the scenes he referred to of the brave spirits who soared over Belmont Park in the first aviation meet eight years ago, of the comparatively short period that had elapsed since then. Culver was training at Rheims for the Bennett trophy, which he won.

Newton was a newspaper reporter in those days.

"Ten years ago this morning," he said, "I went to the New York Herald to see the Wright brothers' flight at Kill Devil Hill. Nobody believed that they could fly. Mr. Bennett cabled from Paris: 'Go down and expose this humbug.'"

Mr. Bennett was usually a good prophet, but this time he had no faith in the Wright brothers. When the Wrights flew over our heads there in the sand hills we correspondents stood there with cameras and not a shutter clicked, so dumfounded were we. I telegraphed the story that the Wrights were really flying. When I returned to New York I found Mr. Bennett had suspended me six weeks because I had put over an unpardonable fake."

Mr. Newton read Tennyson's "Locksley Hall" prophecy of "the nation's airy navy" grappling in the "central blue," written eighty years ago.

"We have seen it all come true," he said, "and within another five years we'll see the lighter commerce carried in the sky."

Network of Lines.

Mr. Hawley said the New York-Philadelphia-Washington aerial mail line is the beginning of a network of lines covering the world and dominating after war reconstruction. He felt certain that before the end of the year we shall see airplanes of 2,000 horsepower, capable of crossing the Atlantic in six weeks because I had put over an unpardonable fake."

The Government needs hundreds of postal planes, he said, and idle facilities should be set to work on them. He said Germany's plans for the war embrace tens of thousands of aircraft, and that a nation that looks the simple fact that peace craft can be turned to war transportation by the simple substitution of bombs as cargo may pay dearly.

The last speaker—after the interruption—was Dock Commissioner Hulbert, who said the war on the western front was approaching a deadlock, that when football teams were deadlocked in mid-field they kicked the ball, and that the way to break through Germany was through the air.

"We must have thousands and thousands of planes," he said, "for the dropping of tons and tons of bombs. There were 3,000 pieces of mail in the four sacks that were sent from New York. The first letter postmarked here was sent by Gov. Whitman to President Wilson in the interest of the Red Cross campaign. It will be auctioned for the Red Cross."

The new aerial service stamp shows an aeroplane in flight in a blue field, with the figures 24—the postage rate per ounce—at either lower corner, and a red border.

If the present undertaking is successful it will be extended to other parts of the country. The first extension will probably be from New York to Boston.

WILSON SPEEDS FLIER.

President and Wife in Throng at Capital.

WASHINGTON, May 15.—The first airplane mail flight out of Washington started under the most auspicious circumstances and with a "God speed"

from the President of the United States, came to grief, when aviator George L. Boyle landed at Waldorf, Md., twenty-five miles southeast of Washington.

The letter he was carrying from Postmaster-General Burleson to Postmaster Thomas G. Patten at New York, with the stamp cancelled and autographed by the President, and all of the other historic and souvenir letters he was carrying will not be forwarded until tomorrow.

Lieut. James H. Edgerton, who brought the New York mail to Washington from the relay point at Bustleton, northeast of Philadelphia, made a perfect landing on the polo field in Potomac Park here at 2:50, just one hour and thirty minutes from Philadelphia. The mail he carried was delivered to every section of the city before 4 o'clock.

Letter to "Sun" Bureau.

One of the first letters delivered was one addressed to the Washington bureau of "The Sun" and received at 3:23. This was thirty-eight minutes after the mail plane had landed.

President Wilson received a voluminous mail by the first airplane postplane. Mrs. Wilson too received a number of pieces.

Lieut. Boyle got away under ideal weather conditions. The President and a host of executive and legislative officials of this and other Governments witnessed the event which will be of epoch making in American history.

Boyle left the field slightly behind schedule, because of the attendant ceremonies and preparation for the return flight of a plane that had just reached Washington from New York driven by Major J. H. Frost, who is directing the air mail service for the Signal Corps.

Mrs. Wilson stood behind the President during the ceremonies. One of the photographers on the scene said: "Mrs. Wilson stepped out a little."

"I am sorry," the President instantly replied, "but she will not. She does not wish to." And he added with a laugh, "That is where my authority ends."

Mrs. Wilson smiled, as did everybody else in earshot, but she did not come from behind the shoulder of the Chief Executive.

Lieut. Boyle had the map of his route strapped on his right leg. The President, deeply interested in all that transpired, circulated democratically through the crowd with Mrs. Wilson, greeting officials and others of his acquaintance and watching all of the preparations. Nothing apparently escaped his notice and interest.

Camera Men Busy.

The camera men had the busiest day of their lives trying to follow the activities of the President, the mechanics,

the mail men, the Postmaster-General and other officials, and more particularly the fliers and their preparations, all at the same time.

Not since he has been in the White House has the President enjoyed such freedom of action and movement in public as he did on the polo field. He was apparently frankly pleased at everything that happened, and any subtle attempt to keep him apart from the crowd failed. He mingled most democratically and enjoyed himself, and when the great plane took away, as during the ceremonies and warning up, each person on the field crowded to his own vantage spot, the President among them.

The ceremonies over Lieut. Boyle got away to a perfect start to the cheers of upward of 5,000 persons. After circling the field he straightened away for the northeast, but was seen to veer to the east. This was at 11:47. It was just two hours later that he was reported at Waldorf.

Lieut. Boyle reported that he had landed at Waldorf to get directions. He missed his landmarks flying along the State road and decided to alight when he saw the Potomac River off to his right. He landed in a rough cornfield; got directions and started off again. He had barely got into the air when he made another landing on a rough field, caught the wheels of his plane and stood it on its nose, smashing the propeller.

ALASKA GOLD DEFICIT.

Property Is Operated at a Loss in First Quarter.

Alaska Gold Mines, in its report for the first quarter of 1917, issued yesterday, showed a deficit of \$5,018. This compared with a profit of \$113,043 for the corresponding period a year ago.

The operating deficit was \$13,340 against a profit of \$108,740 in the first quarter of 1917. In addition there was a loss of \$8,874 incurred in operation of the State road and decided to alight when he saw the Potomac River off to his right. He landed in a rough cornfield; got directions and started off again. He had barely got into the air when he made another landing on a rough field, caught the wheels of his plane and stood it on its nose, smashing the propeller.

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